

## DEPARTMENT OF DEFENSE INTELLIGENCE INFORMATION REPORT

NOTE: This document contains information affecting the national defense of the United States within the meaning of the espionage laws, Title 18, U.S.C., Sec. 793 and 794. The transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

~~CONFIDENTIAL~~  
CONFIDENTIAL

(Classification and Control Markings)

This report contains unprocessed information. Plans and/or policies should not be evolved or modified solely on the basis of this report.

1. COUNTRY: COLOMBIA/VENEZUELA 6. REPORT NUMBER: 25X1  
2. SUBJECT: Summary of Statements of Pilots Involved in Helicopter Attack Incident (U) 9. DATE OF REPORT: 2 June 1971 3A+End-F  
10. NO. OF PAGES: 4 B-CR/W  
3. ISC NUMBER: 11. REFERENCES: DIRM 1A3d  
Joint State/Defense Msg, Bogota 3277, dtd 28 May 71 JUN 1971  
4. DATE OF INFORMATION: 28 May 71 12. ORIGINATOR: May 71 25X1  
5. PLACE AND DATE OF ACQ: Cucuta, COLOMBIA 13. PREPARED BY: 25X1  
28 May 71  
6. EVALUATION: SOURCE B INFORMATION 2 14. APPROVING AUTHORITY:  
7. SOURCE: As indicated in IR

## 15. SUMMARY:

(C) This report provides additional information in the form of synopses of statements of pilots involved in the incident of 27 May when two U.S. Army helicopters supporting IAGS missions in COLOMBIA were attacked by a Venezuelan B-25 aircraft. Details contained in referenced messages are not repeated except as derivatives of pilots' statements.

(Leave Blank)

REQUEST PHOTOS DIRECTLY FROM DC-6A  
ORDERED BY IR AND PHOTO LOG NUMBER

1. (U) Following are the crew and passenger lists of helicopters number 69-15411 and 69-15408 at time of attack:

a. Aircraft 411 (lead aircraft not subjected to attack):

DAVIDSON, J., CW3, Aircraft Commander  
KAMPS, J., Capt, Officer in Charge, Pilot  
McCORMACK, J., SP5, Crew Chief

ARCE, Fernando, IAGS Civilian, Colombian  
MORALES, Cesar, IAGS Civilian, Colombian

2803  
306103-CO, VE  
371230-CO  
379160-CO  
371235-VE 25X1

## 16. DISTRIBUTION BY ORIGINATOR:

USCINCSO w/encl 1  
USARSO w/encl 1

## 17. DOWNGRADING DATA:

GROUP 3

DOWNGRADED AT 12-YEAR INTERVALS  
NOT AUTOMATICALLY DECLASSIFIED

GROUP-3  
downgraded at 12 year  
intervals; Not Automatic-  
ally declassified.

ORIGINAL PHOTOGRAPHS FILED IN DS-4A

## 18. ATTACHMENT DATA:

3. Enclosures:

1. (U) Map of COLOMBIA, ONC L-26, Scale 1:1,000, 25X1
2. (U) 13 35mm color slides
3. (U) 6 5x7 photos, 1 cy each

~~CONFIDENTIAL~~  
CONFIDENTIAL

REPLACES DA FORM 1048, 1 AUG 60.

## DEPARTMENT OF DEFENSE INTELLIGENCE INFORMATION REPORT

CONTINUATION SHEET

CONFIDENTIAL

(Classification and Control Markings)

REPORT NO. 25X1  
PAGE 2 OF 4 PAGES  
ORIGINATOR

25X1

(Leave Blank)

## b. Aircraft 408 (aircraft subjected to attack):

DVORAK, W., Capt, Aircraft Commander  
McQUEEN, J., Capt, Pilot  
JASPER, J., SP4, Crew Chief  
HAMMER, L., SFC, Technical Observer

## 2. (C) Following are synopses of statements of the pilots of aircrafts:

## a. Capt John Calvin KAMPS, Jr. (Inf) #563-70-3820, Pilot, Officer in Charge;

The mission has been in Tunebia since 16 May 71. The mission is in support of IAGS measuring teams and clearing parties. All missions were clearly within Colombian territory with the possible exception of one mission on 26 May when a measuring team was set down at a point close to Venezuelan border, if not possibly just across line. The mission was completed on 27 May at 0900 and departed Tunebia at 1220. In departing, it passed over Tunebia and Cubara with smoke grenades on skids to say goodbye.

Planned for route as shown on map. Planned route crossing into VENEZUELA was not filed due to lack of communications. Did not file prior to or after incident.

Incident took place o/a 10 minutes after leaving towns. Lead helicopter pilot saw aircraft pass o/a 300' from E to W. Next heard firing and co-pilot of 2d helicopter (Capt McQUEEN) say, "We're being fired at." Lead aircraft continued flight, but 2d helicopter turned towards Tunebia. Lead helicopter turned to right and returned towards Tunebia, possibly on Venezuelan side -- border indistinct. Saw B-25 firing on 2d helicopter from starboard gun position. Pass was made generally from East to West. The aircraft got low -- Mr. DAVIDSON may have observed it. When landed at Tunebia, other aircraft was on ground with people in bushes and ditches. Aircraft approached from East to West on what appeared to be strafing run but pulled up short w/o firing. Plane departed to NE. No markings observed. No arms on board lead chopper. Weather over Llanos -- scattered light, clear over airport of Tunebia, clear in all areas of firing passes. No international signal noted. After departure at 1330 no other problems encountered on return flight. No other aircraft sighted. Route generally well inside border of COLOMBIA. During period, officer saw no aircraft. Day before (26 May) flew to Cucuta and returned, using international route (Tunebia - Santo Domingo) without problem. Has not seen any FAC aircraft.

## b. CW3 John R. DAVIDSON #447-40-1983, Aircraft Commander of Aircraft 411:

We were in Number 411, lead aircraft. I was aircraft commander, but not flying. Capt KAMP was acting as pilot. We left towns on N heading. Just as we crossed river at N end of runway, saw aircraft approaching from VENEZUELA. I looked up and saw a B-25 through the "green house," passing over our helicopter. Jokingly I said maybe he would make a gun pass. The 2d ship reported that it had been fired upon. We continued for a short distance and then turned to the East towards Tunebia. As we turned, I saw a B-25 attacking the other ship. I saw smoke from his guns. I took cover by dropping into the valleys. Last glimpse I had, aircraft was leaving to East. Color was silver with some orange. We had no weapons. I can't say positively, but I think I saw yellow. During my time in area I saw no other aircraft. I don't know whether it was orbiting or what. It just appeared. Total flight was 20 minutes. We went across two rivers. I don't believe we could have crossed border. Flight out took about seven minutes. We stayed west of ridge marking border.

## c. Capt William Terrance DVORAK (Inf) #187-40-2140, Cmdr of Aircraft 408:

Departed Tunebia o/a 1225. Circled town generally with route as shown on map. Position five helicopter lengths to rear and right at 45° angle. Flying 5-10 minutes at 90 knots at altitude 3000' (2000'+ over ground). Maps bad so estimate 10 kms (+) from Tunebia to N when saw aircraft. Position at 12 o'clock high -- 1000 to 1500 feet. Didn't give much thought. Aircraft had more than one vertical stab.

CONFIDENTIAL

REPLACES DA FORM 1046-1, 1 AUG 60  
AND DA FORM 606, 1 AUG 60 WHICH

## DEPARTMENT OF DEFENSE INTELLIGENCE INFORMATION REPORT

CONTINUATION SHEET

**CONFIDENTIAL**

(Classification and Control Markings)

REPORT NO.

25X1

PAGE 3

OF 4

PAGES

ORIGINATOR

25X1

stabilizer. Identified as B-25. Has seen B-25 aircraft before. B-25 aircraft approached from East to West. His left wing dipped. Somebody said, "He's coming around behind." My crew chief said, "He's right at 6 o'clock level." Now he was approaching South to North. Thought he was going to buzz us. I started a shallow bank to spread formation. First aircraft was now 1/4 to 1/2 mile. Heard crack of bullets. Did not hear guns. Went into extreme right bank. Turned back generally towards Tunebia. Firing pass was made to North. I turned east to use the ridge to east for protection. I dropped to treetop level. Next saw aircraft out to East. Aircraft started dive. I turned straight towards aircraft to cut exposure time. Our courses were almost closing when aircraft fired three-second (+) burst. Smoke from guns about three B-25 lengths. I think guns were mounted on fuselage. No tracers were noted. Pilot does not know where aircraft went after he reached Tunebia where aircraft landed. Crew took to woods. Did not see aircraft make pass while on ground. Aircraft mostly silver with some red on side. Only quick look possible. Four people on board. No rifles or shotguns on board.

(Leave Blank)

Only once did I see military aircraft on Monday, 24 May, or Tuesday, 25 May. We went to Tame. Other ship was working. We stayed on ground from 0600 - 1030. Saw B-25 flying over. He was moving generally to West, on a straight course. I also saw an L-19 in vicinity of Tunebia on 21 May. It departed to East. No other military aircraft type noticed.

d. Capt John P. McQUEEN (Inf) #553-60-2066, Pilot of Aircraft 408:

I took off as previously stated. When I crossed the river, I saw an aircraft pass over my helicopter at about 1000'. The aircraft came from East to West. The aircraft made wide turn to south and came on us from 6 o'clock at our level. Heard fire. Pilot made steep right turn and headed back to Tunebia. Aircraft attacked from East to West. We landed at Tunebia, where we saw the aircraft approaching for what was supposed strafing run. We lost sight of him and did not see the attacking aircraft again. It did not strafe us on the ground. Aircraft had double tail. I thought it was a B-25. It was difficult to tell markings, but the aircraft was silver in color.

COMMENT: (C) All pilots questioned were positive that they had not crossed the frontier at the time of the attack. Although minor differences were noted in location, all points were six or more kilometers on the Colombian side of the border.

b. Attacking aircraft, on both firing passes, violated Colombian air space by physical presence over COLOMBIA, and by firing projectiles into Colombian territory.

c. While no evidence could be obtained, pilots generally felt that possibility existed that B-25 aircraft could have been waiting for their takeoff.

d. These crews did violate Venezuelan air space while enroute to and from Cucuta by failing to file for overflight clearance prior to crossing Venezuelan territory. Fulfilling this requirement was impossible due to lack of facilities at Tunebia. On one occasion on 26 May, one helicopter may have crossed and landed in Venezuela for important survey information, but not certain because boundaries in this area, except for Arauca River, are not defined and errors of one or two kilometers on either side are possible. In actuality, maps all show different frontiers. This is one purpose of IAGS work in this area -- to better define border problem.

e. Reporting officer was accompanied during entire period of investigation by Col Julio OROZCO Torres, Foreign Liaison Officer in Department D-2 (Intelligence Joint Staff). Portions of the debriefing session were taped by Col OROZCO. Copies of the tapes were promised to this office but as yet have not been received.

**CONFIDENTIAL**

REPLACES DA FORM 1048-1, 1 AUG 60

AND DA FORM 1048-2, 1 AUG 60

## DEPARTMENT OF DEFENSE INTELLIGENCE INFORMATION REPORT

CONTINUATION SHEET

~~CONFIDENTIAL~~  
**CONFIDENTIAL**

(Classification and Control Markings)

REPORT NO. 25X1  
PAGE 4 OF 4 PAGES  
ORIGINATOR

25X1

(Leave Blank)

PHOTOGRAPHIC TITLING LOG0755N-7230W/Photo of helicopters involved  
in border incident/28 May 71 - 1630Z

25X1

25X1

0755N-7230W/Photo of helicopters involved  
in border incident/28 May 71 - 1635Z~~CONFIDENTIAL~~  
**CONFIDENTIAL**REPLACES DA FORM 1048-1, 1 AUG 60  
AND DA FORM 606, 1 AUG 60 WHICH



